

HAMILTON COUNTY BOARD OF AVIATION COMMISSIONERS
JANUARY 5, 2006

The Hamilton County Board of Aviation Commissioners met on Thursday, January 5, 2006 at 6:30 p.m. in the Commissioners Courtroom in the Hamilton County Government and Judicial Center, One Hamilton County Square, Noblesville, Indiana.

Secretary Kim Rauch took Roll Call and declared a quorum present of Tom Kapostasy, Jon Ogle, Don Silvey and Tim Tolson.

Election of Officers

President

Tim Tolson nominated Tom Kapostasy to serve as President for 2006. Jon Ogle seconded. Motion carried unanimously.

Vice President

Tim Tolson nominated Don Silvey to serve as Vice President for 2006. Jon Ogle seconded. Motion carried unanimously.

Approval of Minutes

Don Silvey motioned to approve the minutes of November 28, 2005 and December 1, 2005. Tim Tolson seconded. Motion carried unanimously.

Public Comments

Metropolitan Airport

Mr. Gary Parker expressed his concerns on moving Metropolitan (Metro) Airport, currently located in Fishers. Parker stated they (pilots) feel they are not being given the full story by the IAA (IAA). They feel there is a need for Metro Airport or one like it in that quadrant in the county. Before Metro is closed and moved another airport should be up and running. They are against closing the existing Metro Airport; it will add congestion to an already congested area and will take away green space that is sorely needed in that area. We feel it is a land grab for tax purposes by the Fishers Town Council.

Jon Ogle stated this Board, as well as Mr. Parker, have been kept out of the loop. We were led by the IAA by a statement from them saying this was not going to happen. He was surprised to see the announcement. Mike Howard stated this Board's charge is advisory to aviation in general. They do have an ownership interest in a different airport. What this Board can do about an airport owned by IAA, in a jurisdictional standpoint, is some where between negligible and non-existent. From what Howard understands Metro Airport was acquired by IAA from the previous owner with 100% federal funds. Howard suggested there will be public hearings and any proceeds from that airport will have to be put into something, a like-kind airport or a similar airport. Mr. Parker may want to contact the FAA in Chicago, they will have more input in this issue than this Board.

Kapostasy stated it is important to keep in mind what has been publicly stated. IAA has gone from private interest or non-public interest to exploring the sale of the ground of the airport at Metro with the replacement of the airport to a public statement of that. They did engage consultants to explore the feasibility, the political support, potential locations, in a private way. We were interviewed on what this Board thought. They have decided to go public with their interest, he is not sure anybody has said there is an intent to do this but there is an interest to explore options. The second change is that there appears to be significant political support within Hamilton County to make that move. Those are the two changes that have taken place, everything else he said two months ago still

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stands. IAA is required, due to FAA regulations, to put the money back into the airport system and to provide that capability near to where the airport was. This process will take 10-15 years to complete. This was an announcement to seriously explore this, not intent to get it done. There is no specific location, developer or substantive pieces that say it is going to happen. Parker stated if the land is worth so much money then every nickel from the proceeds of the sale should go into whatever replacement airport is considered.

Mr. John Audritsh stated he has flown out of Metropolitan Airport since 1985. Audritsh stated he agrees with everything Mr. Parker said. Audritsh stated there is an urge on Fishers part to get rid of, and he quotes "nuisance" as Mr. Faultless reiterates every time he can. He does not want a better airport for Hamilton County; he wants it out of there. IAA has not been up front with us. He has tried to communicate with them by letter and they ignore it. Audritsh stated he appreciates that Hamilton County has an Aviation Commission. As far as airports go he can only think of what happened in Austin, Texas where they built an airport after removing general aviation from an existing airport and they still don't have a full infrastructure, which is a real danger here. Audritsh stated he is also concerned about the location; it should not be half way to Anderson. There is a lot of business that comes into the northeast side of Indianapolis through Metropolitan Airport. The northeast side of Indianapolis needs to be served with a good location so it remains a viable infrastructure of the air spaces. Audritsh stated he knows Commissioner Dillinger is an advisor to the IAA and hopefully he knows a lot of what is going on and he would be very tuned in with what is happening. Howard stated Dillinger read it in the airport as did everyone else.

President's Report [6:48:59]

Metropolitan Airport

Kapostasy stated he has contacted the Hamilton County Board of Commissioners and asked if they had any advice to us and at this point one of the commissioners said when they are engaged in activities they will be sure to involve the Board and its expertise.

Marketing Study

Kapostasy stated we were to receive an update on the marketing study by Tailored Tactics tonight but they were unable to attend. Kapostasy distributed an Identity Style Guide, creating a logo for IEA. Tailored Tactics should be in attendance at the February meeting.

New Airport Zoning Classification for Sheridan Airport

Kapostasy stated a letter was sent to the Hamilton County Plan Commission regarding the new zoning classification for Sheridan airport. Kapostasy received a letter back from Mr. Charles Kiphart stating that he sent a copy of our letter to the consultant that is updating the Comprehensive Land Use Plan. The consultants will be preparing a model airport zoning ordinance as part of the land use plan. A draft of the plan should be available in early 2006 and Mr. Kiphart will contact Mr. Gilliam when they are ready to pursue an airport zoning ordinance.

Airport Commission Board Member Appointments

Kapostasy stated the Hamilton County Council did approve the ordinance to increase our board to five members. We have received letters from two individuals requesting consideration to be appointed the fifth board member.

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Mr. Phil Rossetti stated he is a private pilot based at Indianapolis Executive Airport and he would like to submit his name to be appointed to this board. He would like to be an advocate for the pilots and general aviation community. Rossetti stated there is always someone who does not understand the importance of an airport as an income generator for a community, as a base for first responders in an emergency. Being on the board would give everybody a heads up on how to keep an airport in existence, how to establish relationships with the neighbors and keep in the minds of the non-aviation segment the importance of an airport.

Notice of Construction in Noise Sensitive Area

Kapostasy stated we have received another notification of an application for construction in a noise sensitive area from 88 residential units on 51 acres by Fieldstone LLC.

Kapostasy asked if it is time for us to more actively engage in discussion with Boone County regarding the necessities of zoning. Since July, when the Abbitt Farms property was approved for construction and zoning in a noise sensitive area, we now have five applications for developments in this area. In total there are approximately 800 home sites 1 1/2 miles south of the runway. This is more home sites than there were building permits in all of Boone County. Even though we should be working with Boone County on the master planning for the airport, which could be 18-24 months to complete. At this point we are at risk of development coming across 151st Street and creating a much more significant conflict of incompatible use with the airport. Kapostasy asked if we should try to get on Boone County's agenda, send a letter or work with their plan commission? We need to take some steps in reaction to this application. Don Silvey stated his question has been our risk for financial problems where we are said to be doing a taking. Silvey asked Howard if there is anything we can do without being at risk? Howard stated he has drafted a letter to the Indiana Department of Transportation (INDOT) regarding the issuance of the permits stating it is this Board's belief that the purpose of that statute was to strongly discourage construction in a noise sensitive area, especially for residential uses. At a minimum a similar statement of purpose to the Boone County Commissioners and Boone County Plan Commission stating that we were there first, we consider residential use along our flight path in the noise sensitive area as a threat to the continued existence to a valuable piece of infrastructure and discourage them to whenever possible to delay that type of construction, if they have authority to deny that type of construction. Silvey motioned to ask legal counsel to create a letter from this Board to Boone County Commissioners and their planning agency, substantially the same as what has been drafted to send to the INDOT to do what they can to restrict the construction of residential uses in a noise sensitive zone, which we believe to be incompatible with the operation of the airport. Tolson seconded. Motion carried unanimously.

Indianapolis Executive Airport Report

Andrea Montgomery presented the monthly report for Indianapolis Executive Airport.

- The 2005 4th quarter report will be presented at the February meeting.
- The 4th quarter payment of \$10,000 was given to Kim Rauch on December 3, 2005. The end of the year operating account balance check, \$13,094.57, was given to Kim tonight and a check will be processed and given to Montgomery's in January to fund the operating account.
- Rule 6 – the State has postponed implementation. Montgomery's have been working with Woolpert but they have started by putting the fuel into acceptable

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containers for leakage. They are working on a in-house spill plan and prevention plan for Montgomery Aviation which will be incorporated with Woolpert's plan.

- AAI Legislative Luncheon is January 26, 2006. All Board members were encouraged to attend the luncheon.
- NBAA Dispatcher and Schedulers Convention is January 23-27, 2006 in San Antonio. Dan and Andrea will be attending. New brochures and panels have been secured. This allows IEA to make contact with over 100 FBO's from around the United states. We did see an impact from attending last year's convention. This puts IEA in the national market.
- The security cameras have been ordered and installation should begin next week.
- AAI Board Meeting – there was a motion passed at the last AAI Board meeting that AAI will write a letter to the Zionsville School Board regarding the placement of the school in a noise sensitive area. Andrea will provide a copy of that letter to the Board.
- Dan and Andrea will begin using this new format to present their monthly updates. They are working on e-mailing the reports to the Board members one week prior to the meeting.
- Complaints – a formal process is being set up to log noise complaints received by Montgomery Aviation. They have a script for their employees who take the complaints and a form that will be filled out when receiving the complaints. Kapostasy asked if the form and complaint procedure will be in a format that would be able to be e-mailed to the Board's agenda e-mail list? Andie stated she will work on it.

Kapostasy asked if either of the pilots involved in the two air crashes this week were involved with IEA? Andie stated one of the gentlemen did some maintenance work at IEA; the other family was based at Metropolitan Airport.

- Terminal Building - Dan Montgomery stated the terminal building is going up with completion expected in four weeks. Dan stated he is concerned about the ramp, the hanger will be done but the ramp will not. Larry Creakbaum stated he has studied the construction notes and he has found that the contractors did not cooperate well with each other. The paving contractor has shut down for the winter. Woolpert is working with the contractor.
- RCO – Michiana Contracting has ordered the RCO with delivery expected in approximately four weeks.
- Gas Line – Miller Pipeline has finished the gas line along SR 32. They have begun laying the small gas line down the driveway and should be completed within the next week. Kapostasy asked if there is a need for a formal easement to make sure they have the right to lay the gas line through our property? Dan stated they did not ask for one. Howard asked if the line is in our right of way? Dan stated yes, it is to serve the airport. Howard asked if they are providing a hook-up for the Montgomery's? Dan stated yes. Howard stated they should not bill us. Creakbaum stated the gas line is located where we wanted it and will be coordinated with the location of other utilities.
- Crack Sealing – Dan received one quote from Reese for the crack sealing. Part of it can be done during the winter. It is in the operating budget. Don Silvey recommended, after discussion with Creakbaum, this be kept on hold right now and to come back in March. Howard stated we will need three quotes. Woolpert

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will take care of requesting the quotes. Don Silvey and Larry Creakbaum will work together with quotes received in March.

- Beals property – Dan asked when we are closing on the Beals' property. Howard stated the money arrived today; he will contact Dan to set up the closing.
- Tee Hangers – the second set of Tee Hangers were inspected last week and they are open. All of the Tee Hangers are full. The new ramp is working fine. The final coat will be put on in the Spring.
- Aircraft Count – Dan stated we expect it to be over 100 in the Spring.

Kapostasy asked if anyone has contacted the water company regarding the crop damage? Howard asked Dan to get a description and they will look at it next week.

Kapostasy asked Dan when individuals from Metropolitan Airport contact him as the airport manager if he is comfortable with welcoming them to the airport? Dan stated yes, he hates to see the airport close, but they are always welcome.

Attorney's Report [7:28:02]

Airport Funding

Howard reviewed the local (TIF) funding status of the airport. Howard stated there is a good chance that by the end of 2006 we will accomplish everything we had hoped to accomplish by 2007. Part of that is because some of the land acquisition expenses have come from federal funds. The Tee Hanger Taxiway and Corporate Hanger Apron projects were almost double the estimated costs. As of January 2006 balances are:

TIF	\$1,114,900
106 th Street and Springmill Road project	(630,000)
Debt Service	<u>(142,010)</u>
Available	\$ 342,900

The Tee Hanger Taxiway and Corporate Hanger Apron projects are estimated at \$900,000 under contract. Contingencies and change orders have to come from the \$342,900. There will be federal grant money we will owe a 5% match. Howard recommended future 2006 projects be done in small increments to get us ready for the next large project.

July 2006 TIF distribution	\$800,000
Highway portion	(250,000)
Debt Service	<u>(195,000)</u>
Available	\$355,000

January 2007 TIF Distribution	\$800,000
Highway portion	(250,000)
Debt Service	<u>(195,000)</u>
Available	\$355,000

Project Status – Completed by 7/1/06

- Note reduce to \$700,000
- Bailey land acquisition
- Tee Hanger Taxiway
- Corporate Apron
- RCO
- Beal land acquisition

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- 106th Street and Meridian

Proposed priority of new projects

• Crack Seal	\$60,000
• Master Drainage Design	\$10,000
• Master Drainage Construction	?
• Mound System Design	?
• Mound System Construction	?
• Corporate Hanger Taxiway	?
• Parallel Taxiway Match	\$100,000

Howard suggested making every effort to get our arms around the drainage and mound system projects before the construction season begins.

Creakbaum stated he has analyzed last year's CIP and what went wrong and the price of gas made a tremendous difference in construction costs this year. When we designed the parallel taxiway we will need to borrow a large amount of dirt out of the detention pond.

Kapostasy stated we learned at the AAI Conference that the airports that are able to front design fees are better prepared to receive grant monies as well as discretionary monies that become available in August or September.

Creakbaum stated when we did the drainage study we found we need a 400'-500' pipe that needs to be installed to protect the Montgomery's new hanger and we will bid that as an alternate to the taxiway project, for possible federal funding. The new AIP funding legislation has been signed in to law already, which is about 3 months ahead of last year. Last year the FAA held back discretionary money until July and August and they were late coming out with the funds. Hopefully things will be better this year. Silvey asked if there is anything we can get designed and ready to go for discretionary funds? Creakbaum stated he will be presenting a contract for design of the parallel taxiway, which we will fast track so when the money becomes available we will be ready to go. Ogle motioned to approve Woolpert to proceed with the projects in the priority as listed for a possible additional appropriation request from the Hamilton County Council for up-front funding for these projects. Tolson seconded. Motion carried unanimously.

Woolpert Engineering Report [7:43:22]

Invoices

Mike Evans requested approval of invoices:

- Hunt Paving - \$163,273.86 (Corporate Apron). Dan stated Hunt Paving has torn out some electrical and phone lines during the front paving and they have not paid that bill yet. Woolpert is holding a 10% retainage and they have about \$200,000 on their contract that they have not performed work on. This will be assessed as damages and subtracted off of any payments on their next change order. Silvey motioned to approve. Tolson seconded. Motion carried unanimously.
- Woolpert - \$7,500 (Master Drainage plan). Ogle motioned to approve. Silvey seconded. Motion carried unanimously.

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Evans stated the Master Drainage report has been delivered to the Boone County Surveyor.

Schedule of Events for Spring 2006

Evans stated they would like to proceed with infrastructure development. Preliminary indications are we will have to do something with the retention pond and we can accomplish that during construction. This is dependent on discretionary funding but we have to have a contingency funding in case the FAA funds are not available.

Mound System

A mound system has to be done. We have a mound system and Montgomery's new hanger required a second mound system. We have a mound system planned to service the Robkey hanger and then we have the Ellis Johnson hanger and the aircraft parts hanger. We need to look at how to consolidate and proceed down the path of getting sanitary sewers to the airport. None of these projects are listed in the CIP because they are primarily locally funded issues. Woolpert will work with the engineering committee. Silvey will contact HNTB, engineering firm for the Town of Westfield.

Capital Improvement Program

Evans distributed the draft of the Capital Improvement Program (CIP) and asked the Board to review it and give him their comments. Creakbaum stated we need a local CIP for INDOT as well as the FAA CIP. CIP was taken under advisement for approval at the next meeting.

Summary of Costs – Federal Grants

Evans reviewed the Summary of Costs for AIP-11 and AIP-12. Monies have been shifted around different line items to offset costs for the design of the parallel taxiway. Total costs of the federal share does not change. There are enough monies available and through grant extensions that we will not have to apply for additional monies. Silvey motioned to accept the changes to the Summary of Costs for AIP-12 and the agreement for the design of the parallel taxiway. Tolson seconded. Motion carried unanimously. Evans stated it is their intent to fast track this project with preliminary plans at the March meeting and final plans at the April meeting.

Master Plan Update

Woolpert has spoken with Aerofinity regarding the master plan update. Evans requested a date for a kick-off meeting. Kapostasy stated he thought the initial planning meeting was for he and Aerofinity to meet to lay out the plan before appointments are made.

Kapostasy stated he does not have a definition of the advisory board, who appoints the members, etc. and he has been reluctant to ask anyone to volunteer until he receives guidance from Aerofinity.

Kapostasy asked if the Board will receive options on the media presentation of the master plan? Creakbaum stated that will be discussed with Aerofinity in their kick-off meeting.

Silvey stated the agreement for the Glideslope included an updated map of the airport property. Creakbaum stated it will have to be updated due to the Bailey acquisition and then he will forward a copy to Silvey.

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Clear Distance from Runway

Kapostasy stated due to the run off by the jet at Midway Airport media discussions have been held regarding the distance of runoff from the end of the runway and a thoroughfare. Do we have the distance required from the end of our runway to SR 32? Creakbaum stated we have 1,200'.

Glideslope Project

Kapostasy asked if Woolpert is comfortable with where the construction of the Glideslope project stopped for the winter? Evans stated yes, the contractor has accomplished everything they need to accomplish and we granted them a winter shut down.

Corporate Hanger Locations

Evans showed the Board where they are recommending placing the corporate hangers on the airport property.

Legal Counsel

Noise Sensitive Use Permit Response Letter

Tolson motioned to approve and authorized the President to sign the letter to INDOT regarding Noise Sensitive Use Permits. Ogle seconded. Motion carried unanimously.

Secretary's Report

Kapostasy asked Kim Rauch to review the funds for the Aviation Commission.

- County General Fund #101 - \$50,000 for long range planning was encumbered
- County General Aviation Encumbered #101.500 – amount is now zero. These were monies encumbered from previous years and have been transferred to pay the principal payment to Mr. VanSickle.
- Airport Capital Fund #114 – this fund is where all monies are received and invoices are paid from. There is a cash balance of \$102,700, which does not need to be encumbered. The balance does not reflect the grant monies received today.
- Cumulative Capital Development Fund #203 - \$300,000 was paid for a principal payment. The Auditor has appropriated \$300,000 each year until the note is paid off.
- Cumulative Capital Encumbered #203.500 – Money encumbered from previous years which was used to pay the interest. It is a zero balance.
- Thomson TIF Fund #204 – reviewed previously in meeting.

Kapostasy stated the \$40,000 for the operating fund is in the #114 fund? Rauch stated yes. Kapostasy stated there may be some monies remaining but we don't look at spending until later in the year.

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Rauch reviewed a Grant Summary for AIP-11 and AIP-12. AIP-11 was revised by the FAA. All of these grant monies have been received.

- AIP-11, \$150,000 for Land Acquisition Parcel 5a (Beals)
FAA Pay Request #2 - \$32,861.00
FAA Pay Request #3 - \$91,589.00

- AIP-12, \$1,287,037.00 for RSA Grading, GS Relocation and Land Acquisition Parcel 1C (VanSickle 18.91 acres); Parcel 4 (Bailey 21.32 acres) and Parcel 5b (Beals 2.1acre)
FAA Pay Request #1 - \$429,874.00
FAA Pay Request #2 - \$133,334.00
FAA Pay Request #3 - \$256,065.00

Westfield Planning

Kapostasy stated the Westfield Planning office has requested aerial survey's for their comprehensive plan. They are going to hold some meetings on airport buffer zones and planning and we want to help them as much as possible.

Public Comments

Mr. Ray VanSickle thanked the board for his note payment for 2005.

VanSickle stated the results of poor planning or no planning are apparent with Metropolitan Airport.

VanSickle discussed the developments on 300 South. VanSickle asked if the Board has seen the assurances that were signed for these developments? Kapostasy stated no. VanSickle stated Indiana Code states that these noise sensitive assurances should be signed off before the sale. Boone County has said this has to be done. VanSickle has asked Boone County who is to see that these assurances are being signed. VanSickle suggested the Board send a letter to Boone County asking them if the assurances are being lived up to and the Board expects the assurances to be put in place and that you would like a copy of the assurances, as stated in Indiana Code.

VanSickle stated next to the parallel taxiway is to plan for the runway extension. He would hold off moving the Glideslope until the extension is in place.

Ogle motioned to adjourn the meeting. Silvey seconded. Motion carried unanimously.

Next Meeting – February 2, 2006 at 6:30 p.m.

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Present

Tom Kapostasy, Commissioner
Jon Ogle, Commissioner
Don Silvey, Commissioner
Tim Tolson, Commissioner
Michael A. Howard, Attorney
Brad Beaver, Hamilton County Council
Dan Montgomery, Montgomery Aviation
Andrea Montgomery, Montgomery Aviation
Larry Creakbaum, Woolpert Engineering
Mike Evans, Woolpert Engineering
Philip B. Rossetti, Noblesville
Lester A. Roberts, Carmel
Dave Bridges, Carmel
Phil Brooks, Speedway
Gary Parker, Fishers
John Audritsh, Indianapolis
Mauro J. Agnelneri, Indianapolis
Paul King, Indianapolis
Bill King, Indianapolis
Kim Rauch, Recording Secretary

Approved

Tom Kapostasy, President

Date: _____

Attest

Kim Rauch, Secretary

Date: _____